

POMRELL
Pure Non-alcoholic
APPLE JUICE.
Per Dozen Quarts 18.00
Per Dozen Pints 13.50
H. Price & Co.
1895

The China Mail.

ESTABLISHED 1845.

GRAND PRIZE PARIS 1889
The Highest Quality Award
**Joseph
Gillott's
PENS**
Of Highest Quality & Enduring
Durability, and in
GREAT
Quantity Awarded Gold, Silver &
Bronze Medals.

No. 18,168.

號三月六年五零百九千一英

HONGKONG, SATURDAY, JUNE 3, 1905.

日一初月五年巳乙

PRICE, \$3.00 Per Month.

MACLEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.
REGULAR Weekly Departures for
EUROPE.
All Goods shipped to all parts
of the world.
All Expenses, including Duty and other
charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transhipment.
Estimates for Freight and other charges
upon receipt of Cables Capacity, Contents,
Weight and Value.
CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1815

Intimations.

SANITARY BOARD.
NOTICE.
IN view of the intimate relationship
which exists between HUMAN
PLAGUE and RAT PLAGUE, House-
holders are invited to report at once to the
MEDICAL OFFICER OF HEALTH
should they find their premises to be
infested with rats.
By Order of the Board,
W. BOWEN ROWLAND,
Assistant Secretary.
Hongkong, May 29, 1905. 1049

OSAKA SHOSHEN KAISHA.
HONGKONG BRANCH.
It is hereby notified that the Steamship
Business between Hongkong, China
Coast Ports and Formosa, ORIGINALLY
CARRIED ON by the OSAKA SHOSHEN
KAISHA and lately transferred to Messrs
BRADLEY & CO., has to-day been re-
transferred to the OSAKA SHOSHEN
KAISHA.
T. ARIMA,
Manager.
Hongkong, June 2, 1905. 1087

PERFECTION IN CHEESE.
EYSEN'S CRUSTLESS DUTCH
in Small Tins.
DUTCH CREAM CHEESE
in 1 Kilb Tins.
OF ALL DEALERS.
Hongkong, May 27, 1904. 1039

HONGKONG CITY GODOWN.
WE receive all kinds of non-hazardous
goods for Storage in well ventilated
and lighted EUROPEAN FIRST-CLASS
GODOWN. CENTRAL POSITION.
Rate of Fire Insurance 2% only.
For Particulars, apply to
HARRIS, LINTSMANN & CO.
Hongkong, May 27, 1905. 990

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**
NOTICE.
THE Certificate No. 2493 for 25 Shares
in the above Company numbered
14306 to 14330 inclusive, standing in the
Register of Shareholders in the name of
TONG SHOU PANG, also the Certificate
No. 2494 for 25 Shares in the above
Company numbered 14331 to 14355 inclusive,
standing in the Register of Share-
holders in the name of TONG SHOU
KIANG, having been lost, it is thought,
in the destruction of the Steamship Yuen
Ho by fire in the Yangtze River on or
about the 26th April, 1905. NOTICE IS
HEREBY GIVEN that Duplicate Certi-
ficates for the said fifty Shares will be
issued at the expiration of one calendar
month from the date of this notice, and
that the Original Certificate will, unless
produced within that period, be hereafter
held by this Company as null and void.
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, May 30, 1905. 1061

**THE POPULAR
SCOTCH
IS
BLACK & WHITE**

JAMES BUCHANAN & CO.

J. M. THE KING
and
SHELL the PRINCE of PALES

Imported and sold by the following Dealers and
Wholesale and Retail Dealers in Hongkong and
Shanghai:—J. M. THE KING, 10, Queen's Road
Central, Hongkong.

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Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.
WORKS: KOWLOON BAY. OFFICES & STORES:
No. 20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,345 tons, Captain H. D. Jones.
s.s. POWAN, 2,333 tons, Captain R. D. Thomas.
s.s. PATSHAN, 2,300 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,005 tons, Captain J. J. Loosier.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.
Joint Service of the H.K. & C. and MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 599 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.
The Twin Screw Steamer LINTAN, 873 tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.
PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1635

HARRISKEENEY COMPANY
BEG to announce that they HAVE OPENED a SHOW ROOM in PEDDER
STREET, Next to the Post Office, just opposite the main entrance to the Hong-
kong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD
FURNITURE, etc., etc.
DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

BOARD AND ROOM WANTED.
IN a FAMILY, for YOUNG GENTLE-
MAN to arrive shortly, about \$400.
Apply
C. P. R.,
Care of 'CHINA MAIL' Office.
Hongkong, April 18, 1905. 1071

FIVE POINTS
ABOUT
'SINGER' SEWING MACHINES.
PRICES CHEAPER THAN AT HOME.
FIVE YEARS GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND CLEANING.
Hongkong, March 23, 1905. 1282

ROYAL TOBACCO FACTORY.
9, BEAUFIELD ARCADE.
HAVE always a FRESH SUPPLY of
TURKISH TOBACCO. On EGYPT-
IAN CIGARETTES are Fresh, as we
make them every day. We can recommend
them as First-class Smokes. We receive
our Tobacco Fresh from Egypt by every
mail. A Trial Order will satisfy the most
sceptical. We defy competition.
T. E. P. SPEROPoulos, Proprietor.
Hongkong, February 15, 1905. 325

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.
14, QUEEN'S ROAD, FIRST FLOOR.
HAVE just received a shipment of
second hand Pianos from \$200 up-
wards, and a written guarantee for a test
period of TWO Years given for each in-
strument.
A large consignment of records at the
low figure of \$1.50 each, 5% on wholesale
orders.
The largest and most varied Stock of
Musical Instruments. Inspection solicited. Our
workmen are experienced men.
WE DEFY COMPETITION.
Hongkong, March 3, 1905. 468

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
BELL'S ASBESTOS CO., LTD., LONDON.

LANE CRAWFORD & CO.
NEW STOCK OF
CABIN TRUNKS,
SOLID SOLE LEATHER,
CANVAS, WOOD, &c.
A LARGE SELECTION OF
KIT BAGS, SUIT CASES,
AND EVERY REQUISITE FOR TRAVELLERS.
LANE, CRAWFORD & CO.

STAG HOTEL.
149, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1985

The Peak Hotel.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
Terms: From 12s. per day. TOWN OFFICE—3, DUNDRELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACIFUL.' 18

N. LAZARUS,
OPTICIAN.
10, D'AGUILAR STREET, HONGKONG.
EIGHT TESTED FREE LENSES GIVEN ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

SAM NEWMAN'S SILVER GRILL ROOMS,
37, DES VUEX ROAD.
Hongkong, March 23, 1905. 568

D. NOMA, TATTOOER,
100, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 a.m. to 5 p.m. My 32 years
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attained by any other, as their composition is only known to me. If R. H. The Duke
of York and H. L. H. The Emperor of Russia, both honoured me with their patronage,
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 5700 Recommendations which I have received from all sources.
Hongkong, August 2, 1904. 1419

CLARK'S STUDIO,
4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

GREGOR & CO.,
34, QUEEN'S ROAD CENTRAL, 1st FLOOR.
OUR OWN BRANDS:
HOME BOTTLED:
GREGOR & Co.'s IMPERIAL HIGHLAND WHISKY \$16.00
CLUB No. 1 WHISKY 18.00
ROYAL OLD LIQUEUR WHISKY 24.00
TARRAGONA 30.00
OLD TAWNY PORT 11.00
Hongkong, June 3, 1905. 410

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Business Notices.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
\$2.70 per Bag, 350 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2653

FAIRALL & CO.
SEASON'S NOVELTIES
IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF
CHILDREN'S SHOES & SANDALS.
DRESSMAKING A SPECIALITY.
22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 1095

HONGKONG HOTEL.
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.
219c

THE CONNAUGHT HOTEL,
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply
THE MANAGER. 3

THOMAS' HOTEL.
A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1413

**'NESTOR'
SANITARY FLUID.**
A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,
Queen's Road Central, Hongkong.

W. BREWER & CO.
22 and 25, QUEEN'S ROAD.
NEW STOCK JUST LANDED.
Foster's Self Playing Bridge Cards. Quill Tooth Picks.
Date Stamps. Patent Envelope Fasteners and Red Seal.
Combined Box Snow White Correspondence Cards and Envelopes.
Sultan and Pasha Egyptian Cigarettes. Letter Balances. Snap Albums.
Lawn Bowls. Croquet. Hokey Balls. Punching Bags. Gold Balls.
Copying Presses—Great Variety—All Sizes.
SOLE AGENTS IN CHINA FOR THE BICKENSBOROUGH TYPEWRITER
Model No. 5—\$25.00. Model No. 7—\$125.00.
Quills New. View Book of Hongkong, &c., \$1.00. Post Cards of Hongkong.

CALDBECK, MACGREGOR & Co.
WINE AND SPIRIT
MERCHANTS.
15, Queen's Road.
ESTABLISHED—1864
Hongkong, April 28, 1905.

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JAPAN AS A SCHOOL OF SURGERY.

Tribute by Sir F. Treves.

The progress of Japan both in the arts of peace and war, furnished the themes of speeches made by that eminent representative of the medical profession, Sir F. Treves, and of Lord Redesdale, on the occasion of the annual dinner of the Japan Society, held last month at the Hotel Metropole, London, under the presidency of Viscount Hayashi, the Japanese Minister.

Sir F. Treves, in proposing the toast of the evening, referred to the fact that the matter of medical progress in the time of war was now engaging the attention of all nations. "If you want to see the last thing, the most ingenious thing, and yet the simplest thing in the equipment for war," said Sir Frederick, "you must go and see it in Japan (applause). Many of the problems which concern European armies, and have been, in a large extent, a terror of war in European countries, the Japanese are solving or have solved. British troops enter a war with many determinations. One is 10 per cent. of sick (laughter). It is what they are accustomed to expect to go, and they get it (laughter). Now, the Japanese are quite content with 1 per cent. of sick, and they get it (renewed laughter). It is a question of sanitation, perhaps, which might well be imitated; but the problem of killing ten per cent. to one the Japanese had done a creditable thing" (applause).

Proceeding, the speaker said he was perfectly certain that we should find in Japan not many years hence one of the most remarkable schools of surgery that the world has seen. You will understand why, he continued, there is the infinite privilege of the people, their infinite tenderness. Kinder, more sympathetic people do not exist. Then comes our very important factor, at least in the making of a surgeon, they have no nervous system (laughter). Nerves are an unspeakable curse in the Japanese language (laughter and applause). "I am confident," concluded Sir Frederick, "we shall find in the islands of Japan, not many years hence, one of the most curious, interesting, and progressive schools of medicine that this world has seen" (loud applause).

Mr. Chas. Holmes and Mr. G. J. Ullis responded.

Lord Redesdale gave the toast of "The Emperor of Japan," who had, he said, for nearly forty years guided the destinies of his noble country (loud applause). Not alone in warfare, but also by the extraordinary valor of his soldiers and sailors had the Emperor made 37 years of his reign memorable in the history of mankind. In the course of those years, guided by the wisdom and sympathy of his great department of human learning and civilization such as had never been made before by any country in the whole history of mankind (applause). What had been perhaps, was noteworthy, had been the way in which the Japanese had treated their enemies (applause). He hoped that when next the time came for renewing our alliances with Japan it would be renewed, not in a grudging spirit or in a half-hearted way. He hoped that the two nations would be true allies for west or east, and good friends, and he and allies from the bottom of their hearts (loud applause).

The toast was cordially received, being greeted with shouts of "Banzai," the orchestra playing the Japanese national anthem.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should feel the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation, and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what no professed to do—cures SKIN AND BLOOD DISEASES PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is wanted to clear the blood from all impurities, from whatever cause arising. For SCROFULA, BAD LEGS, SORE THROAT, SCURVY, BLOTCHES, SCALDS, SPOTS, BLACKHEADS, ULCERS, PIMPLES, AND SKIN & BLOOD DISEASES, KINDS.

It is a safe and permanent remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the blood and restores. This mixture is pleasant to the taste and is guaranteed pure from any harmful ingredients to the most delicate constitution of either sex, from infancy to old age, and the Proprietor solicits evidence to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mrs. E. E. Lewis, 38, Bridge Street Row, Chester, writes: "Just a line in favour of 'Clarke's Blood Mixture.' I had sores for seven months, and tried many things without benefit, until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude for your wonderful 'Clarke's Blood Mixture.' June 13, 1903."

Thousands in the Bazaar.—We have seen thousands of letters from all parts of the world, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which is a safe agent cannot be too highly estimated, when it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the Family Doctor, the popular medical weekly, which says: "Clarke's Blood Mixture is the best blood purifier that science and skill have brought to light, and we can, with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

Ask for CLARKE'S BLOOD MIXTURE

For a list of medical testimonials and testimonials.

Intimations.

MEXICAN

ARE YOU A DISCERNING SMOKER?

THEN ASK FOR A

LIGHT, COOL, FRAGRANT.

AND SEE IF THAT DOESN'T SUIT YOUR TASTE.

THE NAME OF DRESSELHUYSEN AND NIEUWENHUYSEN

ON EVERY BOX IS A GUARANTEE FOR A RELIABLE SMOKER.

SOLE IMPORTERS: THE HOLLAND-CHINA TRADING COY., HONGKONG, SHANGHAI AND TIENTSIN. FOR SALE AT ALL THE PRINCIPAL CHINA DEALERS.

PLANTERS

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Flatulency, Biliousness, Mucous Discharges, and the Sickening of Pregnancy.

MAGNESIA

To Let.

TO LET.

MEIRION No. 2, THE PEAK. From the 1st of June, 1905. Apply to E. JONES HUGHES. Hongkong, May 11, 1905. 952

TO LET.

WITH IMMEDIATE POSSESSION the "FOREST LODGE," Causeway Road. Apply to H. N. MODY. Hongkong, May 2, 1905. 1073

SUITABLE FOR OFFICES.

2 ROOMS IN PRINCES BUILDINGS. Apply to LAURENCE WEGENER & CO. Hongkong, March 3, 1905. 1074

TO LET—FURNISHED.

BLUE BUNGALOW, PEAK ROAD. For July, August and September. Apply to A. W. BREWIN, Registrar General's Office. Hongkong, May 20, 1905. 1062

TO LET.

IMMEDIATE POSSESSION. No. 2 Selbourne Villas (No. 10, Kennedy Road)—AN 8-ROOMED HOUSE. See plans. Quarters detached—lately renovated throughout. Apply to MOK KOON YUK, Comptroller's Office, Butterfield & Swire. Hongkong, May 23, 1905. 1069

TO LET.

PARKSIDE—Kowloon, a SIX ROOMED DETACHED HOUSE standing in its own grounds, facing the King's Park. For particulars, apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, May 23, 1905. 1017

HONGKONG CLUB.

TO LET.

2 ROOMS, on the Ground Floor of the from 1st September next, suitable for Office. For particulars, apply to the undersigned. C. H. GRACE, Secretary. Hongkong, June 1, 1905. 1080

TO LET.

WOODBURY—Garden Road, Kowloon, DETACHED HOUSE and GARDEN. Moderate Rental. Possession 1st June, 1905. Apply to HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, May 23, 1905. 1018

TO LET—UNFURNISHED AT THE PEAK.

WITH IMMEDIATE ENTRY.

LYEE MUN, Barker Road, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Sprinklers. The house is comparatively new and is in excellent repair, and splendid view of the Harbour and very convenient for Tramway Station at Plantation Road. Apply to RUSSO-CHINESE BANK. Hongkong, May 2, 1905. 1072

To Let.

IN KINGSFORD TERRACE. A Comfortably FURNISHED FRONT BED-ROOM with Board. Apply to E. L. L. GARDNER & CO. Office. Hongkong, May 9, 1905. 952

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1905. MODERATE RENTALS. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, February 20, 1905. 8

TO LET.

AN UNFURNISHED ROOM and BATHROOM, suitable for a Bachelor, at No. 3, DUNDAS STREET. Also a GODOWN, Cheap Rental. Apply to MEWEN, FRICKEL & CO. Hongkong, May 5, 1905. 1076

TO LET.

NO. 12, KNOTSFORD TERRACE, KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, May 4, 1905. 1077

TO LET.

IMMEDIATE POSSESSION.

ELEGANT SUITE ROOMS next to General Post Office in Queen's Road Central. Suitable for Offices or Dental Parlours, apply. Box No. 418. Hongkong, April 24, 1905. 1078

TO LET—IN KOWLOON.

A Most Desirable RESIDENCE suitable for Boarding House. 12 ROOMS. Moderate Rent. For Particulars, apply to "65," One 51 "CHINA MAIL" OFFICE. Hongkong, April 25, 1905. 386

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd. No. 1, RIFON TERRACE. FLATS in MORRIS TERRACE, facing the Polo Ground. OFFICES, in course of erection, CONNAUGHT ROAD (near Blake Pier). GODOWNS PRATA EAST. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, March 7, 1905. 1079

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price 10/- (Twenty-five Cents).

To be had at the "China Mail Office," 5 Wyndham Street.

Intimations.

MITSU BISHI CO.

COAL DEPARTMENT.

MARUNOUCHI, TOKIO.

Cable Address: "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AL, ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KANSAI AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: GEARING & CO.
MANILA: MACOSRAY & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanjo, Kure and the other Principal Railways; Industrial Works, Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinjima, Naniwa and Kani-Komatsu Collieries and also Hoku Colliery, which will shortly be ready to produce on a large scale the best Duron Coal. Sole Agents for Kigio, Komatsu (Tagawa) and Yashimochi Coal (Kansai).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,200,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, March 11, 1905. 77

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE Certificate No. 4904 for 26 Shares in the above Company numbered 3361 to 3386 inclusive standing in the Register of Shareholders in the name of TONG SHOU PANG having been lost, it is thought in the destruction of the Steamship Yuen Wo by fire in the Yangtze River on or about the 29th ultimo, NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said twenty-eight Shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as null and void.

JAMES WHITTALL, Secretary. Hongkong, May 27, 1905. 1045

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE Certificate No. 4903 for 27 Shares in the above Company numbered 3369 to 3410 and 1581 to 1585 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been lost, it is thought in the destruction of the Steamship Yuen Wo by fire in the Yangtze River on or about the 29th ultimo, NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said twenty-seven Shares will be issued at the expiration of one calendar month from the date of this notice, and that the original certificate will, unless produced within that period, be thereafter held by this Company as null and void.

JAMES WHITTALL, Secretary. Hongkong, May 27, 1905. 1045

GARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "GARMICHAEL," HONGKONG. A. B. C. Code, 4th Edition. A. 1 Code. Dime's Standard Code. TELEPHONE, 232. Hongkong, March 14, 1905. 643

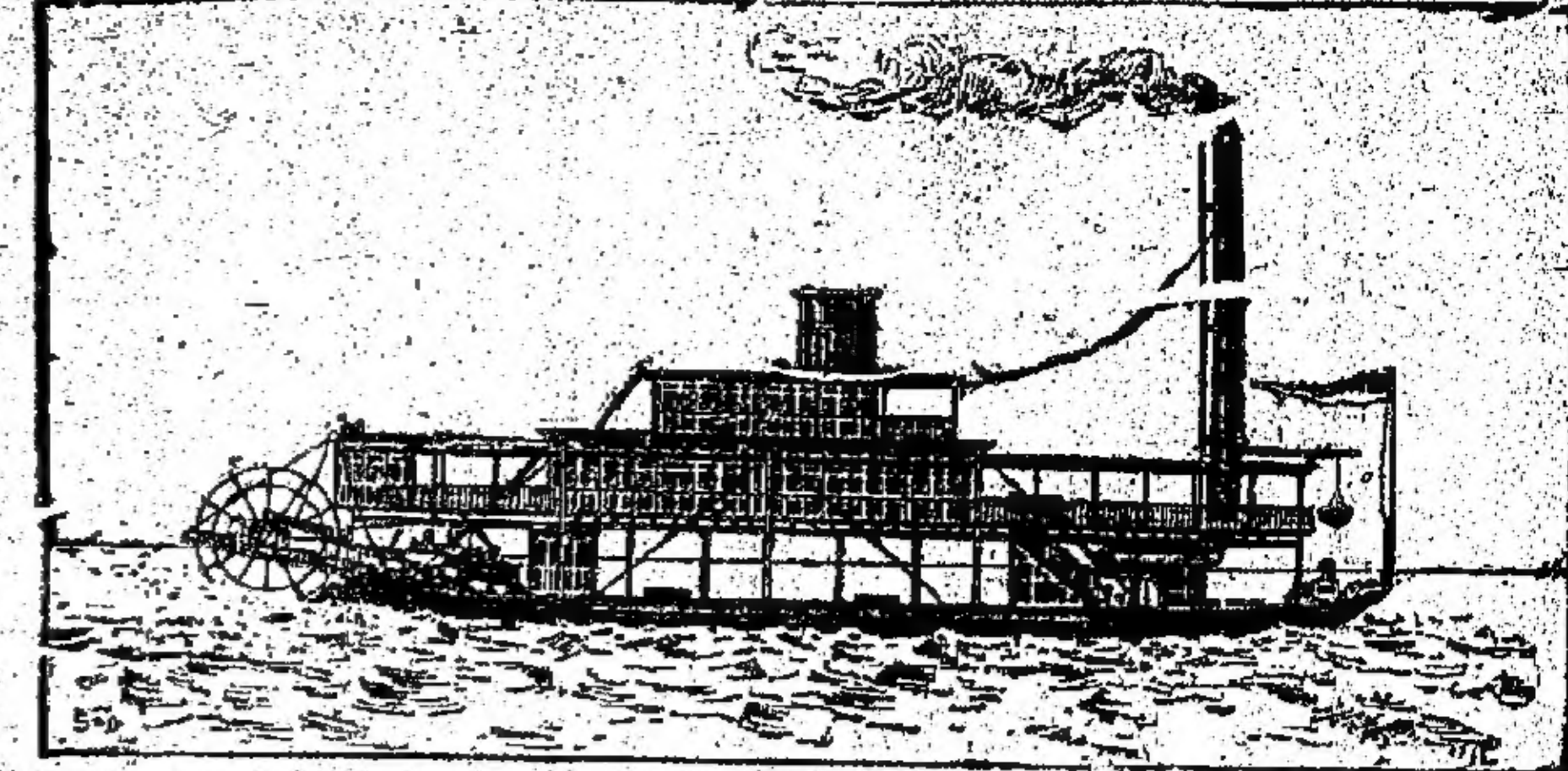
NOTICE.

M. RAH WAI, of Messrs Che San Bros., of Yokohama, Bookbinders, etc., begs to inform the Public of Hongkong that he has opened a Branch in this Colony, at No. 16, Poulton Street, under the style of CHE SAN BROTHERS, and is prepared to execute all kinds of GENERAL JOB PRINTING, RUBBER STAMP MAKING, COMMERCE PRINTING AND ENGRAVING, STATIONERY, DRAFT FORMS and ACCOUNT BOOKS.

All Orders will be attended to and executed in the shortest time, and the Firm hopes to be favoured with the kind patronage of the Public.

Hongkong, December 5, 1904. 2191

YARROW'S SHALLOW DRAFT STEAMERS.



STEAMER STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under all parts of the world.

Vessels on this system are constructed when required to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd.

For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

Agents for LEA & PERRIN'S WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S

BY SPECIAL WARRANT PURVEYORS TO THE KING.

Celebrated Oilman's Stores

DR. J. COLLIS BROWNE'S CHLORODYNE

(THE ORIGINAL AND ONLY GENUINE.)

COLDS, COUGHS, ASTHMA, BRONCHITIS.

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

CHLORODYNE is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma.

CHLORODYNE acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery.

CHLORODYNE effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation, and Spasms.

CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

Always ask for "Dr. J. COLLIS BROWNE'S CHLORODYNE," and beware of spurious compounds or imitations. The genuine bears the words "Dr. J. COLLIS BROWNE'S CHLORODYNE," on the Government Stamp of each bottle.

Sold in Bottles at 1/1, 2/6, and 4/6 each.

(Overwhelming Medical Testimony accompanies each bottle.)

Sole Manufacturers:—J. T. DAVENPORT, Limited, LONDON.

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY. FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 13, 1905.

UNTouched BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ROYAL HAIRDRESSING SALOON

No. 14, BEACONSFIELD ARCADE.

We beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.

VICENTE BARCELONA, Proprietor. Hongkong, April 10, 1905. 463

VIATI REMEDIES

ASSIST NATURE.

A PURELY VEGETABLE compound used with great success for Mothers and Daughters. Advice Free.

Mrs. WEBB, Manageress, Viati Remedies, 26, LEIGHTON HILL ROAD, HONGKONG, East, Near Race Course and No. 1 Police Station.

Hongkong, May 16, 1905. 287

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.0 a.m. to 7.30 a.m. Every 30 minutes

7.30 a.m. to 8.00 a.m. Every 10 minutes

8.00 a.m. to 8.30 a.m. Every 15 minutes

8.30 a.m. to 9.00 a.m. Every 10 minutes

9.00 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

2.15 p.m. to 2.45 p.m. Every 10 minutes

2.45 p.m. to 3.00 p.m. Every 15 minutes

3.30 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 8.00 p.m. Every 10 minutes

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes

9.00 a.m. to 9.30 a.m. Every 30 minutes

9.30 a.m. to 10.50 a.m. Every 15 minutes

10.50 a.m. to 11.00 a.m. Every 10 minutes

11.00 Noon to 1.00 p.m. Every 10 minutes

1.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 7.00 p.m. Every 10 minutes

7.00 p.m. to 8.00 p.m. Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexander, Pittman, & Co., 70, Queen's Road Central.

JOHN D. EMMETT & SONS, General Managers. Hongkong, December 20, 1904.

ENO'S 'FRUIT SALT' OF THE LIVER

FUNCTIONAL 'FRUIT SALT' DERANGEMENTS.

OF THE LIVER.

SALT.

The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a Disease, it has, in innumerable instances, PREVENTED what would otherwise have been a SERIOUS ILLNESS.

CAUTION.—See Genuine marked ENO'S 'FRUIT SALT' Without it you have a WORTHLESS IMITATION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG. by T. O. ENO'S Patent.

Sold by Chemists, &c., everywhere.

Ask for
TANSANA NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka.

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints \$6.50
Per Case of 100 Pints \$8.00**Crisp,
Delicious,
Invigorating.**Drink
the
World
Renowned
Nerve and
Muscle
Strengtheners.

THE Original and Genuine is J. Clifford

Wilkinson's.

AOTS gently, Act's pleasantly, Act's

NOTHING like it, for depressed

Spins.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can surpass its popularity

TANSAN

Can be obtained at all 1st Class

Hotels and Bars in the FAR

EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA**BUILDINGS.****NEW****SICILIAN****ALPACAS**

FOR

SUMMER GOWNS,

in Grey, Brown, Fawn,

Heavy and Light Colors.

'Eclipse'

DRESS

LINENS

in Navy Blue, Butcher

Blue, Light Blue, Green,

Dark Red and Fawn.

AT

75 Cts. per yard.

INSPECTION INVITED.

WILLIAM POWELL,

LIMITED.

HONGKONG.

BOTTLED ALES AND BEERS.

Ind. Co. & Co., Ltd. per doz. per doz.

Co. Ale 8, Pts. \$16.00 \$2.10

Bas. Light 4, Qts. 18.00 4.50

Do. 8, Pts. 29.00 2.50

Bas. Boar's 8, Pts. 26.00 2.30

Austel Pilsener, 4, Qts. 18.50 4.15

Do. 8, Pts. 18.50 2.75

Prime Ludwig 6, Pts. 16.00 2.70

Filsener 4, Qts. 10.50 4.15

Do. 8, Pts. 16.50 2.75

Blatz American 6, Qts. 27.00 4.50

Do. 10, Pts. 28.00 2.50

Yokohama 8, Pts. 16.50 2.00

Light 8, Pts. 16.50 2.00

BOTTLED STOUT.

Ind. Co. & Co., Ltd. per doz. per doz.

Guinness, Boar's 4, Qts. 19.00 5.00

Guinness, Boar's 8, Pts. 24.00 3.00

SOLE AGENTS:**H. PRICE & CO.,**

12, Queen's Road Central.

158

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per Dispatch undelivered after

this date subject to rent.

MEMOS. FOR MONDAY.

Auction.

2.30 p.m.—Auction of Valuable Lease-

hold Property, at Messrs Hughes & Houghton's

Sales Rooms.

Amusements.

9 p.m.—Performance at City Hall.

General Memoranda.

TUESDAY, June 6:

11 a.m.—Auction of Gold & Silver Jewell-

ery, at Messrs Hughes & Houghton's

Sales Rooms.

Noon—Meeting of Wm. Powell, Ltd., at

the Co.'s Premises.

Goods per Calcutta undelivered after

this date subject to rent.

THURSDAY, June 8:

Goods per Yifu undelivered after

this date subject to rent.

Goods per Nubia not cleared at 4 p.m.

on this date subject to rent.

TUESDAY, June 13:

3 p.m.—Auction of Valuable Leasehold

Property at Messrs Hughes & Houghton's

Sales Rooms.

WEDNESDAY, June 14:

3 p.m.—Auction of Store-ships Number

on Board.

WATSON'S**VERY OLD LIQUEUR****SCOTCH****WHISKY.**

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR

and MELLOWNESS

attained only by

GENUINE**QUALITY**

AND

GREAT AGE.

Per Dozen\$16.50.

A. S. WATSON & CO.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

BIRTH.

On the 2nd June, at 'Ardahool,' East,

the wife of F. J. BARRY, of a Daughter.

NOTICE TO CORRESPONDENTS.

All business communications for this

office should be addressed to THE MAIL

GER.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, SATURDAY, JUNE 3, 1905.

EDUCATING THE EAST.

MISCELLANEOUS IN CHINA have been at-

tempting to introduce the younger

generation of Chinese youth to some of

the ascertained facts which modern

scientific research has placed within the

reach of any moderately educated per-

son; also to make them cognizant of the

fact that there are ideas of civilization,

of government, and religion other than

those which have held the field in China

throughout so many centuries. We

understand that a series of lectures have

been and are being delivered by men

whose mastery of the Chinese language

is well known, and whose familiarity

with the subjects treated cannot for a

moment be doubted. It is a well-known

fact that in England, at regular inter-

vals, University Extension Lectures are

delivered in many towns in order

to create in the minds of the younger

generation a love of literature. Not

only so, but by means of the Hibbert,

the Bampton and other lectures, specific

subjects, more or less abstruse, are ex-

pounded to interested audiences, and

this knowledge is dispensed and be-

comes the property of the million. What

has been achieved in the West is being

attempted in the East: what has been

productive of good in Great Britain may

reasonably be assumed to be capable of

producing beneficial results in China.

We have not at hand a syllabus of the

course, but we know that subjects of

present day importance will be chosen,

and that these subjects will be attractive

to those who come to hear. The Uni-

versity Lecturer in England regards

literature as a very important subject, a

knowledge of which will broaden the

mind, and furnish it with many facts of

history, as well as the creations of

poetry. Further, scientific subjects are

adequately treated, and, in untechnical

language, made comprehensible to the

youth who have received a Board School

education, and, since leaving school, have

kept up his reading. Lecturers capable

of dealing with Chinese literature are

not easy to secure. There are men in

the ranks of the missionaries, who, with-

out doubt, are competent to handle the

question, if the meaning of the term

'Literature' were narrowed to be an

equivalent of the 'Chinese Classics,'

and again the latter understood to

mean the 'Four Books' and

the 'Five Standards.' Nor would it

be a needless task to attempt to

grapple with and expound to an audience

of Chinese youths, in the broad-minded

and critical spirit of the late lamented Dr

Faber, these works on which the Chinese

set so high a premium. It would mean

much to relieve them of the incubus of

orthodox commentaries, and cast-iron

interpretations, by which, for a thousand

years, they have been bound as a living

body might be bound hand and foot by

gawdy clothes. The democracy and

sincerity of Confucius might be exposed

to the light of common day and then

it would appear to be unworthy of cre-

dence; the absence of all reference to

fables and idyls, if this fact were more

generally known, might tend to under-

mine this terrible superstructure to all

Chinese progress; the conception of go-

vernment therein enunciated and but-

tressed might be shown to be quite out

of date even if it ever were an institution

worthy of acceptance. In addition to all

this, the solid foundation of the worthy

ethical standard might be uncovered,

and shown to be a reliable basis on which

to build a social life apart from a

religious one. But as in England, the

lecturers deal with subjects of present

day interest, a knowledge of which is as-

sumed to improve the condition of the

people, so lectures in Chinese on politi-

cal, social, and scientific subjects will

introduce the youth to a new world,

and make them familiar with facts

hitherto unknown of and therefore un-

appreciated. The movement is a good

LOCAL AND COAST NEWS.

Archdeacon and Mrs. Bannister are ex-

pected to arrive in Hongkong about the

twelfth of this month.

A market is to be erected at Mongkok-

tai. Tenders will be received by the

Government until June 20.

The Valuation Lists for the Colony for

1905-6 will be open to inspection at the

Treasury for 21 days, commencing Monday,

June 5.

The Acting Medical Officer of Health

points out as remarkable that during 1904

the plague confined itself solely to Chinese

and Indians.

The current issue of the Government

Gazette contains reports from the Director

of the Observatory and the Acting

Medical Officer of Health.

A lot of 3383 square feet of land is to

be sold by public auction at Tsimshui on

Monday. The lot is Tsing Island lot No.

54, the upset price being \$34; and the

annual rent \$3.

Leave of absence on private affairs to

the neighbouring countries has been

granted to Major R. A. Kaye, Royal

Garrison Artillery, from 17th June to 5th

October, 1905.

Lieut. J. W. L. Oliver, and Lieut. J. D.

Danby, of the Volunteer Corps, have

been granted their Commissions. The accep-

tance is granted. Serg. G. F. H. Potts

has been created a Lieutenant to fill one of

the vacancies.

The Right Reverend the Bishop of

Victoria, Mrs. Hoare and family will leave

for England, via Canada, by the 'Empress

of India' on the 21st inst. The Bishop

hopes to return to Hongkong in the early

part of next year.

The usual prayer meeting in connec-

tion with the Christian Union will be held

on Monday afternoon at 5.15 in the lecture

room of the European Y.M.C.A., Alexan-

dra Buildings, and will be conducted by

the Rev. W. E. Hipwell.

In his report for 1904 the Acting

Medical Officer of Health points out that

with the exception of the years 1895 and

1897, when there were only 44 and 51

cases respectively for the whole year, the

figures for 1904 are the lowest the Colony

has yet experienced.

It is worthy of remark, says the

M.O.H. in his annual report that during

the years 1902 and 1904 when the plague

epidemics have been mild, the mortality

rates should have been the highest re-

corded. It is very difficult to suggest any

reason for this.

John Murphy, a seaman from the P.

and O. Company's mail steamer 'Malta,'

was sentenced to a month's imprisonment

by Mr. G. N. Orme, at the Magistracy, this

morning, for stealing a roll of white silk,

THE PEAK TRAMWAY.

Question of Company Reconstruction.

An extraordinary general meeting of the Hongkong High Level Tramway Company was held at the office of the Company, Alexander Building, today at noon. Mr. Henry Humphreys was in the chair and there were present: Messrs. G. Potts, W. Wilson, G. Murray, E. H. P. White, C. H. Potts, C. B. Buyers, J. Taggart, A. Brown, J. Wilkie, Mr. Fook, Mr. E. Clarke, A. Moir, A. Cameron, Lau Chu Pak, D. E. Brown, J. E. Joseph, J. L. Colter, T. F. Hough, T. Arnold, J. C. Potts, B. Bowdler, Hon. C. W. Dickson, J. A. Joseph, J. M. Wong, Cressy, J. J. Jupp, W. Cruickshank, Capt. F. D. Goddard, J. Johnston, Sir Tak Fao, A. Morley, E. A. Rams and H. J. Geddes.

The Chairman said: Gentlemen, we have called you together today in pursuance of the notice which has just been read to consider, and, if thought fit, pass resolutions for the winding up of this Company and its reconstruction under the name of the Peak Tramway Company, Limited.

The events which have led up to the present proceedings are probably fresh in your minds, but it may not be amiss if I recall them to your memories. In September last year a Bill came before the Legislative Council entitled "An Ordinance for authorizing the construction of a tramway within the Colony of Hongkong."

Upon enquiry, we found that the new tramway was to have its lower terminus at the bottom of Battery Road—virtually in the Queen's Road—and its upper or Peak terminus, at Victoria Gap, practically alongside our own, with intermediate stations tapping the populous thoroughfares known as Cause Road, Robinson Road and Conduit Road. It was evident that the construction of such a line would be a landmark to signalling our concession. We, therefore, petitioned the Government against the proposed Bill.

At the same time we informed the Government that we did not oppose the new line, but as a condition of our assent we desired to see the scheme in the way of an undertaking calculated to prove a benefit to the Colony and that if the new tramway's upper terminus at the Peak were placed at a reasonable distance from our own so as to open up a new Peak district, we would withdraw our opposition altogether. We suggested as an alternative terminus for the new line a point near Goodman's Gap. The Government replied that our proposals were considered impracticable, and it shortly afterwards became clear to your General Managers that no opposition would prevent the Bill becoming law. They accordingly decided that the best thing to be done was to secure, if possible, the concession for the new line.

At a meeting of the Consulting Committee held at the office of the Company at 3.30 p.m. on the 13th March last, the Committee, who between them represented three-quarters of the entire capital of the Company, resolved "That the General Managers be empowered to enter into any arrangement for the sale of the undertaking of the Company for not less than £200,000, and to be paid at shareholders' option either in cash or shares of new Company or in the alternative to purchase the concession for the projected new tramway. I may mention £200,000 was taken as a basis because it was then the last price at which shares had changed hands."

The total cost of obtaining the concession which will be borne by the new Company, if the arrangement is effected will amount to £250,000 of which sum £25,000 will go to Mr. Biddis Smith. The Capital of the new Company, if the concession is passed, will be £400,000 divided into 75,000 shares of £10 each of which 25,000 shares have to be reserved for shareholders in this Company should they desire to accept any of the new shares for their present holding, leaving 50,000 shares of £10 each to be offered to the public. In considering applications for these 50,000 shares of the new Company, however, preference will be given to applications from shareholders in the old Company. We feel sure that in your own interests the scheme which has been outlined is the best that could be devised, and we must impress upon you that the arrangement, though legally it is to be carried into effect by sale, is not actually a sale inasmuch as the present shareholders retain their interest in the company and that the new shares will be placed in the same position as the old shares in the old company.

Before putting the resolutions to the vote, I shall be pleased to answer any questions to the best of my ability.

Mr. Arnold:—Are the shares to be applied for by the old shareholders in exchange for their shares to be fully paid up?

The Chairman:—Yes.

Mr. Moir:—Why were not the shareholders notified before the meeting of the 13th of March? I have been a member of the company for many years and I knew nothing about it.

The Chairman:—That was a meeting of the consulting committee and not for shareholders.

Mr. Moir:—Would it not have been wise to have informed the shareholders before a decision was arrived at?

The Chairman:—It was impossible to say anything while arrangements were in progress. We did not at the time know whether the matter would be arranged or not and as we did not know a paragraph was inserted in the press the following day.

Mr. Moir:—Are you pledged to take over the Peak Tramway?

The Chairman:—We have the refusal of it.

Mr. Moir:—Why all the company?

The Chairman:—We thought that it was the easiest way to do it, and we thought that the old shareholders, who are very few in number, would not care to set up such a large sum of money as £200,000 each.

Mr. Moir:—The price is £10 a share?

The Chairman:—Yes.

Mr. Moir:—We have about £20,000 to sell and that would go to a very short time. We have to pay £20,000 to Mr. Biddis Smith, and as soon as we acquire the concession we have to announce work on the new line.

Mr. Moir:—Don't you say it is the new company's duty?

The Chairman:—Yes.

The Chairman:—We did take them into our confidence as soon as we could.

Mr. Moir:—Is it a fact that you are pledged to the Government in this?

The Chairman:—We are pledged by the concession.

In reply to a further question the Chairman said that the consulting committee represented three-quarters of the Company's capital. Mr. Moir represented one share and was a prime mover in the opposition tramway company.

Mr. Moir:—I have a right to my opinion if I only hold one share. When I bought the last share I knew nothing about this.

The Chairman:—I should have thought that there would have been no man in Hongkong better informed about it than yourself, as you were on the other side.

Mr. Moir:—When I bought these shares I thought that they would be worth more than £300.

The Chairman:—The position is this, we are bound to buy the new concession. If we buy it and do not do the work the concession will lapse and the Government will offer it to someone else. We thought it better for the new company to be acquired by the old shareholders. It would be better to have public interest in it as it is entirely a Hongkong company run by Hongkong capital.

Mr. Moir:—I quite agree with you, but what is the cause of the alteration of opinion since the annual meeting in December last?

The Chairman:—At that time we did not know that there was any probability of getting this concession. We were petitioning the Government against it.

Mr. Moir:—Can the old company be dissolved?

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Mr. Moir:—Then afterwards it will have to go before the Court.

The Chairman:—No, not necessarily.

Mr. Moir:—I fully agree with what Mr. Moir has said. We are here today to discuss the advisability of passing certain resolutions leading up to the dissolution of the company followed by the sale of same to a new company. Following that we are told that the object of the meeting is for the purpose of sanctioning the reconstruction of the company and the object of the reconstruction is to enable the company to acquire and construct a new tramway to the Peak which would otherwise be constructed by an opposition company (fatal to the continued profitable existence of this company). I am not here today to arbitrarily obstruct the business for which this meeting was called but to learn whether any better method can be devised for the purchase of the concession and the sale of our property at the ridiculously low figure mentioned—practically half its value. The last balance sheet the written down assets of the company at the end of 1904 is £249,911, virtually the price we are asked and advised to sell and hand over our valuable property and handsome dividend-paying concern—earnings it has been for years net profit of £40,000 and £50,000 per annum on a capital of £125,000, or about 40 percent, per annum, and we are asked to give it away for £250,000, only double of the capital of the company enjoying a monopoly which is growing in value every year. There is a number of other nice little monopolies in the Colony the shares of which are quoted at 2, 3 or 4 times above their value for the reason that they are earning good dividends on their market price. I wonder if they would—even if they were advised to—be willing to sell out at only double their par value. I think not. Our tramway shares have been quoted at £250,000 before now, in fact until very recently, and justifiably so; and there is no reason that I can see based on the admirable position the Company is in at its dividend earning power why the shares are not cheap at £300 and over. I do not agree with the General Managers that the opposition of a line that will take about three years to build and get into running order is to use their own terms—going to be fatal to the existence of this company as a dividend-paying concern. Let me here, however, quote from the General Manager's speech at the last ordinary general meeting of shareholders showing what their views were on the subject at that time. "If this policy is pursued for another two years (about the earliest period in which any position could be gained for the new Company) will have a Reserve Fund of about £100,000 and with its small capital, and a Reserve almost equal to its capital, will be in a very sound position and strong enough to meet all any contingencies that may arise. It is not a very strenuous and long continued competition to pull the net price of our Company down to the net price of any reasonable investor, so that the contemplated opposition does not to my mind justify the dissolution of this company into which we are offered the privilege of taking shares by transferring our interest in this to that of the new company that proposition does not either strike me as beneficial or involving a disadvantage at £270,000, and we are told by the press that the profits already accruing from the present tramway are ample to secure a steady dividend of at least 6 percent on the whole capital of the company now in the new company strike you, gentlemen, as against 40, which our present company is earning? And any event dealing simply with the period in the immediate future—what should the new company have with a capital of only £125,000 be burdened during the three years the new line is under construction with earning dividends of £750,000—the capital of the new company. Opposition, even when it does come will never to my mind be able to bring on dividend down to a cent basis, which is all we can look for with any degree of certainty in the new company."

The Chairman:—I take it that Mr. Brown's objection is to the price at which the old company is being sold to the new company.

Mr. Brown:—I object to the action of the General Managers and think that the company should not be sold.

The Chairman:—You are purchasing the shares in the old company at £200 and they were originally sold at £100. You are offering to sell a company which you have and do not want whether you are selling it to yourself at £200 or £500.

Mr. Brown:—There is no increase in the earning power for two or three years.

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Mr. Brown:—I am not to mention a point. You are selling to-day what is practically the monopoly of the highest level of the Peak to the Colony for £250,000 and do not think that is a fair price.

The Government of this Colony and the people will be any better pleased than the shareholders with the result.

The Chairman:—Has any other shareholder any questions?

In reply to Mr. Arnold the Chairman said that 18 years ago their receipts amounted to £27,000 and last year they were £50,000, and who was any that during the next 18 years the joint limit might not earn \$500,000. All the successful thing in common and that was their belief in the future of Hongkong. He had great faith in it. He hoped that in ten years those of them who were still in the Colony would not think unkindly of those who had voted for the present proposal.

Mr. Arnold:—Will the terminus of the line be the same?

The Chairman:—The terminus of the new line will certainly be at Victoria Gap. Numerous railways have their terminus in London but they all pay different dividends.

Mr. Moir:—Have you any idea of the cost of the new line?

The Chairman:—It is expected that the new line will cost not more than four times that of the old company; probably nearly half a million.

The Chairman:—After asking Mr. Brown if he proposed any amendment, and receiving no answer, moved the first motion: "That it is desirable that the Company may be dissolved and that it be wound up voluntarily." Mr. O. Potts seconded and the motion was carried with six dissenters.

Mr. Brown: Will you please enter my protest against this being carried into effect. Mr. O. Potts seconded and Mr. Fook seconded: "That the General Managers be and they are hereby appointed Liquidators of the Company."

The motion was carried, several dissenting.

Mr. Arnold moved:

"That the Liquidators be and they are hereby authorized to consent to the registration of a New Company to be named the 'Peak Tramway Company, Limited,' with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company." This resolution was seconded by Mr. Lau Chu Pak and carried by a large majority.

Mr. While moved and Mr. Tarrant seconded: "That the Liquidators be empowered to sell to the 'Peak Tramway Company, Limited,' the undertaking of this Company at the price of \$200 per share either in cash or shares of the 'Peak Tramway Company, Limited,' at the option of Shareholders of this Company and to enter into all necessary agreements to that effect."

The motion was carried, four voting against it.

Mr. Brown:—I also enter my protest against resolution that the company be dissolved.

Mr. Moir:—May I ask one question? If the company is going to be voluntarily wound up how can you call it voluntary if we are not unanimous?

Mr. Brown:—The resolutions are passed by a three-fourths majority.

Mr. Brown:—Are we complying with the articles of association?

The Chairman:—The meeting has closed.

Mr. Brown:—Well, I have asked the question; you can answer it for me.

The meeting then dispersed.

The Chairman:—The position is this, we are bound to buy the new concession. If we buy it and do not do the work the concession will lapse and the Government will offer it to someone else. We thought it better for the new company to be acquired by the old shareholders. It would be better to have public interest in it as it is entirely a Hongkong company run by Hongkong capital.

Mr. Moir:—I quite agree with you, but what is the cause of the alteration of opinion since the annual meeting in December last?

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Mr. Moir:—I fully agree with what Mr. Moir has said. We are here today to discuss the advisability of passing certain resolutions leading up to the dissolution of the company followed by the sale of same to a new company. Following that we are told that the object of the meeting is for the purpose of sanctioning the reconstruction of the company and the object of the reconstruction is to enable the company to acquire and construct a new tramway to the Peak which would otherwise be constructed by an opposition company (fatal to the continued profitable existence of this company). I am not here today to arbitrarily obstruct the business for which this meeting was called but to learn whether any better method can be devised for the purchase of the concession and the sale of our property at the ridiculously low figure mentioned—practically half its value. The last balance sheet the written down assets of the company at the end of 1904 is £249,911, virtually the price we are asked and advised to sell and hand over our valuable property and handsome dividend-paying concern—earnings it has been for years net profit of £40,000 and £50,000 per annum on a capital of £125,000, or about 40 percent, per annum, and we are asked to give it away for £250,000, only double of the capital of the company enjoying a monopoly which is growing in value every year. There is a number of other nice little monopolies in the Colony the shares of which are quoted at 2, 3 or 4 times above their value for the reason that they are earning good dividends on their market price. I wonder if they would—even if they were advised to—be willing to sell out at only double their par value. I think not. Our tramway shares have been quoted at £250,000 before now, in fact until very recently, and justifiably so; and there is no reason that I can see based on the admirable position the Company is in at its dividend earning power why the shares are not cheap at £300 and over. I do not agree with the General Managers that the opposition of a line that will take about three years to build and get into running order is to use their own terms—going to be fatal to the existence of this company as a dividend-paying concern. Let me here, however, quote from the General Manager's speech at the last ordinary general meeting of shareholders showing what their views were on the subject at that time. "If this policy is pursued for another two years (about the earliest period in which any position could be gained for the new Company) will have a Reserve Fund of about £100,000 and with its small capital, and a Reserve almost equal to its capital, will be in a very sound position and strong enough to meet all any contingencies that may arise. It is not a very strenuous and long continued competition to pull the net price of our Company down to the net price of any reasonable investor, so that the contemplated opposition does not to my mind justify the dissolution of this company into which we are offered the privilege of taking shares by transferring our interest in this to that of the new company that proposition does not either strike me as beneficial or involving a disadvantage at £270,000, and we are told by the press that the profits already accruing from the present tramway are ample to secure a steady dividend of at least 6 percent on the whole capital of the company now in the new company strike you, gentlemen, as against 40, which our present company is earning? And any event dealing simply with the period in the immediate future—what should the new company have with a capital of only £125,000 be burdened during the three years the new line is under construction with earning dividends of £750,000—the capital of the new company. Opposition, even when it does come will never to my mind be able to bring on dividend down to a cent basis, which is all we can look for with any degree of certainty in the new company."

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Mr. Brown:—I object to the action of the General Managers and think that the company should not be sold.

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Mr. Moir:—Then afterwards it will have to go before the Court.

The Chairman:—No, not necessarily.

Mr. Moir:—I fully agree with what Mr. Moir has said. We are here today to discuss the advisability of passing certain resolutions leading up to the dissolution of the company followed by the sale of same to a new company. Following that we are told that the object of the meeting is for the purpose of sanctioning the reconstruction of the company and the object of the reconstruction is to enable the company to acquire and construct a new tramway to the Peak which would otherwise be constructed by an opposition company (fatal to the continued profitable existence of this company). I am not here today to arbitrarily obstruct the business for which this meeting was called but to learn whether any better method can be devised for the purchase of the concession and the sale of our property at the ridiculously low figure mentioned—practically half its value. The last balance sheet the written down assets of the company at the end of 1904 is £249,911, virtually the price we are asked and advised to sell and hand over our valuable property and handsome dividend-paying concern—earnings it has been for years net profit of £40,000 and £50,000 per annum on a capital of £125,000, or about 40 percent, per annum, and we are asked to give it away for £250,000, only double of the capital of the company enjoying a monopoly which is growing in value every year. There is a number of other nice little monopolies in the Colony the shares of which are quoted at 2, 3 or 4 times above their value for the reason that they are earning good dividends on their market price. I wonder if they would—even if they were advised to—be willing to sell out at only double their par value. I think not. Our tramway shares have been quoted at £250,000 before now, in fact until very recently, and justifiably so; and there is no reason that I can see based on the admirable position the Company is in at its dividend earning power why the shares are not cheap at £300 and over. I do not agree with the General Managers that the opposition of a line that will take about three years to build and get into running order is to use their own terms—going to be fatal to the existence of this company as a dividend-paying concern. Let me here, however, quote from the General Manager's speech at the last ordinary general meeting of shareholders showing what their views were on the subject at that time. "If this policy is pursued for another two years (about the earliest period in which any position could be gained for the new Company) will have a Reserve Fund of about £100,000 and with its small capital, and a Reserve almost equal to its capital, will be in a very sound position and strong enough to meet all any contingencies that may arise. It is not a very strenuous and long continued competition to pull the net price of our Company down to the net price of any reasonable investor, so that the contemplated opposition does not to my mind justify the dissolution of this company into which we are offered the privilege of taking shares by transferring our interest in this to that of the new company that proposition does not either strike me as beneficial or involving a disadvantage at £270,000, and we are told by the press that the profits already accruing from the present tramway are ample to secure a steady dividend of at least 6 percent on the whole capital of the company now in the new company strike you, gentlemen, as against 40, which our present company is earning? And any event dealing simply with the period in the immediate future—what should the new company have with a capital of only £125,000 be burdened during the three years the new line is under construction with earning dividends of £750,000—the capital of the new company. Opposition, even when it does come will never to my mind be able to bring on dividend down to a cent basis, which is all we can look for with any degree of certainty in the new company."

The Chairman:—I take it that Mr. Brown's objection is to the price at which the old company is being sold to the new company.

Mr. Brown:—I object to the action of the General Managers and think that the company should not be sold.

The Chairman:—You are purchasing the shares in the old company at £200 and they were originally sold at £100. You are offering to sell a company which you have and do not want whether you are selling it to yourself at £200 or £500.

Mr. Brown:—There is no increase in the earning power for two or three years.

The Chairman:—You will get 12 percent during the two or three years that this proposed line is going on; if you are not satisfied with that then I am very sorry.

Mr. Brown:—I am not to mention a point. You are selling to-day what is practically the monopoly of the highest level of the Peak to the Colony for £250,000 and do not think that is a fair price.

The government works the other side of the river. A generous surcharge is imposed but not responsible government. The Colonial Office vainly hopes that this will make the Party system impossible, but I fear the demon of party and racial antagonism is not so easily exorcised. A general election hence the races may blend, but it is a country required the administration of Lord Salisbury's twenty years of resolute government that is the condition of our two new colonies.

BY WEAR AND WAVE.

LAGOS REFUSE DUTY.

At 4 o'clock yesterday afternoon a case came before the Hon. Captain Barnes, Lieutenant, at the Marine Magistrate's Court, when a 32-lancer steamer from the P. and O. steamer "Palma" was charged with impeding the progress of the steamer by refusing to proceed to sea. Captain G. W. Cockman stated that on June 1, just as the ship was about to leave Lagos, the engine and fireman started the quarter deck and refused to go. The ship had been in Lagos for 12 days previously, but the men never raised any objection. They would not go to Japan, Shanghai or even north of Hongkong, saying that they were going to the war and that if they did so Russia's most certain would cut their throats. They had no other objection to make and did not complain of their treatment. Witnesses pointed out that there was no danger in proceeding north and that in any case the ship was not carrying contraband of war. One of the men also told the others that the war was now over but they still refused to proceed.

One of the men explained that their refusal was based on what they had heard in Lagos. They had heard that the British had been told by a Malay that they were on the beach in Lagos and that the ships had been sunk. The defendants declared that they were British subjects and claimed the protection of the British flag.

His Worship pointed out that he was the representative of the British flag and asked that they believed in the British flag and that they were to listen to him or a Malay on the beach. He had already told them that what they had heard was false and that there was no danger because the Baltic fleet had been annihilated.

The defendants at this stage said that they believed in the British flag and were willing to proceed and the charge was accordingly withdrawn.

ASTRAW ON THE STREAM.

Monastery to School.

Information is to hand that a monastery near Wuchow is being transformed into a public school. The name of the temple was Fung Hall. The new name is somewhat ambitious—though not more ambitious than many names usually are in China. The new school is to be named Fung Hall. The name of the temple was Fung Hall. The new name is somewhat ambitious—though not more ambitious than many names usually are in China. The new school is to be named Fung Hall.

THE YARN MARKET.

Hessie Cawjee Ballaraj and Co. report as follows to June 1. Since the issue of our last report on the 19th ultimo per se. "Chusan" a brisk inquiry continued to be experienced in this market, the early portion of the fortnight and rates of favorite demand spinning showed signs, here and there, of some improvement. Subsequently, however, demand has somewhat subsided and at the close there has been comparatively little doing with a falling tendency. The market does not seem to have recovered from the depression of the early portion of the fortnight and rates of favorite demand spinning showed signs, here and there, of some improvement. Subsequently, however, demand has somewhat subsided and at the close there has been comparatively little doing with a falling tendency.

STEAMERS WINE OF OLD LIVER OIL.

It is the highest example of the progress of modern medical science. It is delicious in taste, certain and quick in action.

RHEUMATISM is cured by Chamberlain's Pain Balm. One application relieves the pain. For sale by all Druggists, WALKER & Co., Ltd., General Agents.

TO-day's Advertisements

FOR SALE.

A MOTOR LAUNCH fitted with a 10 H.P. B. H. P. Gardner-Kennedy Motor—Electric Ignition—Outboard propeller—Fast, roomy, and very economical. FUEL—Oil. Price—£100. For particulars apply to J. W. KELLY, 40, Queen's Road, Central, Hongkong, June 8, 1906.

TO-day's Advertisements

THEATRE ROYAL.

CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

LAST 3 NIGHTS! LAST 3 NIGHTS! (SATURDAY, 2nd JUNE, 'THREE LITTLE MAIDS.' MONDAY, JUNE 5th, 'THE ORCHID.' TUESDAY, JUNE 6th, 'THE GIRL FROM KAYS.' Further particulars will be duly announced. PRICES AS USUAL. Doors Open at 8.30. Commence at 9.15. Place at the ROBINSON PIANO CO. Ld. F. C. GARNON, Manager. Hongkong, June 3, 1906.

THE DAILY FARM CO., LTD.

AUSTRALIAN FROZEN MEATS.

BEER—Sincere, Rump, Porter, House Steak, ... 30 cents. Soup Meat, ... 16 " Various, ... 12 " MUTTON—Loaf Chops, ... 30 " Rib, ... 28 " Fore Quarters, ... 22 " Breast, ... 12 " LAMB—Leg, Loin (bone or Hind Quarters, ... 34 " Rib Chops, ... 28 " Fore Quarters, ... 22 " PORK—Leg or Loin, ... 45 " Chops, ... 40 " Shoulder, ... 30 "

NOTICE.

Orders received before 8 a.m. can be filled at Noon.

Orders received before 1.30 p.m. can be filled first thing the next morning.

Hongkong, June 3, 1906.

HONGKONG GYMNASIA CLUB.

PROGRAMME.

THE SECOND MEETING to be held at the HAPPY VALLEY, on SATURDAY, 17th JUNE, 1906. (Weather Permitting).

PROGRAMME:

1.—4.30 P.M.—First Quarter Mile Race.—For Hongkong Subscription Griffoons of any season. Weight for inches as per scale. Winners of any race barred. Winners of an official race to carry 10 lbs. extra; of two or more official races 15 lbs. extra. Official: Winner and Winner at First Quarter Mile Race to carry 15 lbs. extra. Unplaced Ponies in an official race allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 1 lb. extra. Entrances: £5. 1st Prize: presented; 2nd Prize: £5. 3.—5.30 P.M.—Test Race.—Best of three runs. Points for pace and style. Open to any class of Pony. Entrance fee £3. 1st Prize: presented; 2nd Prize: £25. 3.—5.30 P.M.—GYMNASIA CLUB CHALLENGE Cup.—Distance One Mile. Value £400. For all China Ponies. Carried by 10 lbs. extra. Winners of an official race or open Griffoons 5 lbs. extra. Non-winning Subscription Griffoons allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Entrances: £5. 1st Prize: presented; 2nd Prize: £5. 4.—5.30 P.M.—LADIES' NON-RESERVATION.—(Distance: Half Mile.) Gentlemen: A start at 5.30. Start at 5.45. Catch the pony who will be waiting 5 yards from the winning post. The ladies will then get into the race and be allowed to start the winning post. The pony who will be waiting 5 yards from the winning post. The ladies will then get into the race and be allowed to start the winning post. The pony who will be waiting 5 yards from the winning post. The ladies will then get into the race and be allowed to start the winning post.

THE WINE GROWERS SUPPLY CO.

WINE, SPIRITS, AND ALL THE NECESSARIES OF LIFE.

For particulars apply to J. W. KELLY, 40, Queen's Road, Central, Hongkong, June 8, 1906.

TO-day's Advertisements

THEATRE ROYAL.

Shipping.

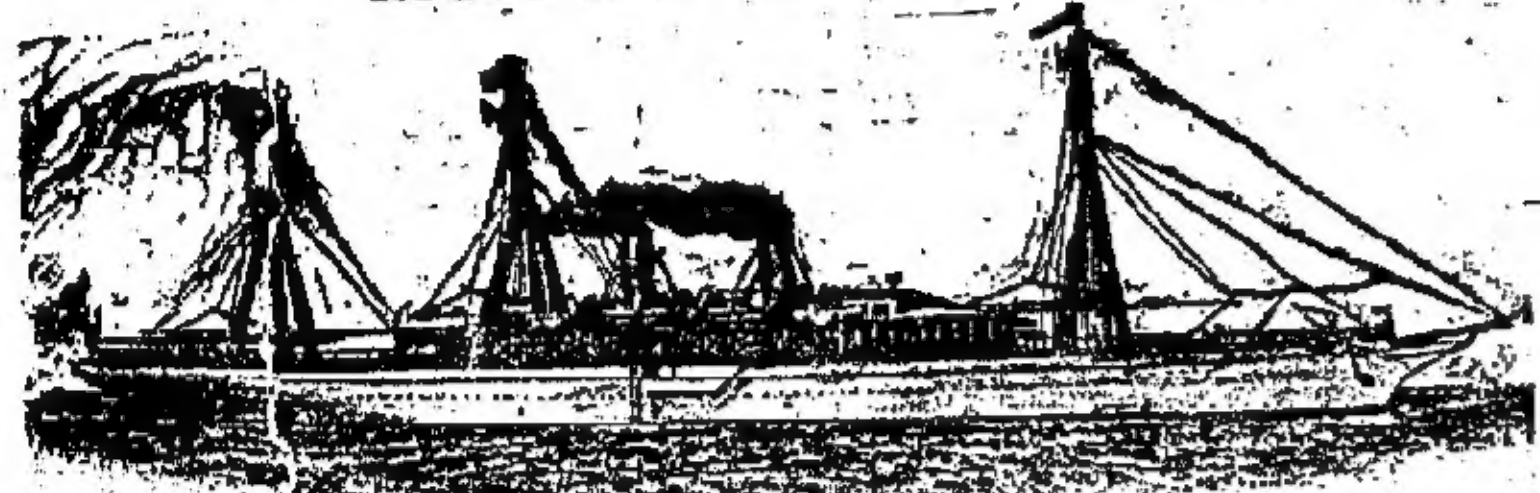
PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, VIA SUEZ, PANAMA, COLCO AND PORT SAID	SOCOTRA	About 7th June	Freight only.
YAMAHA, via SHANGHAI, MOJO AND KOBE (Passing through the INLAND SEA.)	JAVA	About 10th June	Freight and Passage.
SHANGHAI, via SHANGHAI, MOJO AND KOBE (Passing through the INLAND SEA.)	SIMLA	About 10th June	Freight and Passage.
LONDON, via SHANGHAI, MOJO AND KOBE (Passing through the INLAND SEA.)	BENGAL	Noon, 17th June	See Special Advertisement.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMERS	TONS	WEDNESDAY, June 21	THURSDAY, July 6	WEDNESDAY, July 12	WEDNESDAY, Aug. 2	WEDNESDAY, Aug. 9
R.M.S. EMPRESS OF INDIA	6000	.....	.....	.....	.....	.....
R.M.S. TARTAR	4455	.....	.....	.....	.....	.....
R.M.S. EMPRESS OF JAPAN	6000	.....	.....	.....	.....	.....
R.M.S. EMPRESS OF CHINA	6000	.....	.....	.....	.....	.....
R.M.S. ATHENIAN	5882	.....	.....	.....	.....	.....

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62. Intermediate on Steamers, £40. £42.

THE magnificent "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Guides, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PRINCE STREET, Hongkong, May 31, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJO, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
ARAGONIA	55198	SCHULTE	June 8, 1905.
NICOMEDIA	4370	WAGNER	June 26, 1905.
NUMANTIA	4370	FRYHOF	July 16, 1905.
ARABIA	4483	MEYERHOF	Aug. 6, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY. Hongkong, May 26, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW AND AMOY	PRITHOOP	SUNDAY, 4th June, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW	OLARA JESSEN	TUESDAY, About June 6.
TAMU, via SWATOW AND AMOY	PROTEUS	SUNDAY, June 11, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permits the Company will resume running with its specially designed new Steamers. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central. T. ARIMA, Manager. Hongkong, June 2, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJO, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
PLEIADES	5753	E. G. Furlington	About June 30.
SHAWMUT	5608	E. W. Roberts	About July 12.
TREMONT	5608	T. W. Garlick	About Aug. 3.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried in cold storage. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS. QUEEN'S BUILDINGS, Hongkong, May 9, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	FENNON HALL	15th June.
GLASGOW AND LIVERPOOL	YANTZSE	15th June.
GLASGOW AND LIVERPOOL	PROMETHEUS	15th June.
GLASGOW AND LIVERPOOL	AXIS	25th June.
GLASGOW AND LIVERPOOL	IDOMENEUS	30th June.
GLASGOW AND LIVERPOOL	STRETOR	7th July.
GLASGOW AND LIVERPOOL	PATROCLOS	14th July.
GLASGOW AND LIVERPOOL	KEKON	16th July.
GLASGOW AND LIVERPOOL	PARLON	16th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	KENTUCK	30th June.
* GENOA, MARSEILLES & LIVERPOOL	DEVALON	30th June.
AMSTERDAM, LONDON & ANTWERP	DEVALON	30th June.
LONDON, AMSTERDAM & ANTWERP	DEVALON	4th July.
LONDON, AMSTERDAM & ANTWERP	DEVALON	18th July.
* GENOA, MARSEILLES & LIVERPOOL	TALEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP	AXIS	1st August.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	15th August.
* GENOA, MARSEILLES & LIVERPOOL	STRETOR	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND YANTZSE	DEVALON	18th June.
ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	KENTUCK	19th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, May 27, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHANG	4th June.
SHANGHAI	HUPEH	6th June.
SHANGHAI	FOOCHOW	6th June.
MANILA	TAKING	6th June.
SHANGHAI	KIURUANG	7th June.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	14th June.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Hongkong, June 2, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon appliances. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Reiger	Manila	June 10, at Noon.
RUBI	2540	A. H. Notley	Manila	June 17, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers. Hongkong, May 29, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. NORDPOL About 15th June.
S.S. INDRAWADI About 25th July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, May 18, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks—

S.S. SWANLEY	.....	Captain J. P. Dawson
S.S. COVENTRY	.....	J. W. M. M. M.
S.S. SWANLEY	.....	W. E. M. M.
S.S. COVENTRY	.....	M. Robertson
S.S. ASOOT	.....	C. E. Cox
S.S. LOZAN	.....	J. G. Williamson
S.S. INKUM	.....	E. S. Fraser
S.S. SUEH	.....	J. Rowen
S.S. SOFALA	.....	Geo. Salmon
S.S. INDRABAWA	.....	E. P. Chayen
S.S. INDRABAWA	.....	J. O'Connell
S.S. SEALDA	.....	Geo. Brown
S.S. CATHERINE PARK	.....	Corp.
S.S. INKULA	.....	Dean

For Freight, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, February 9, 1905.

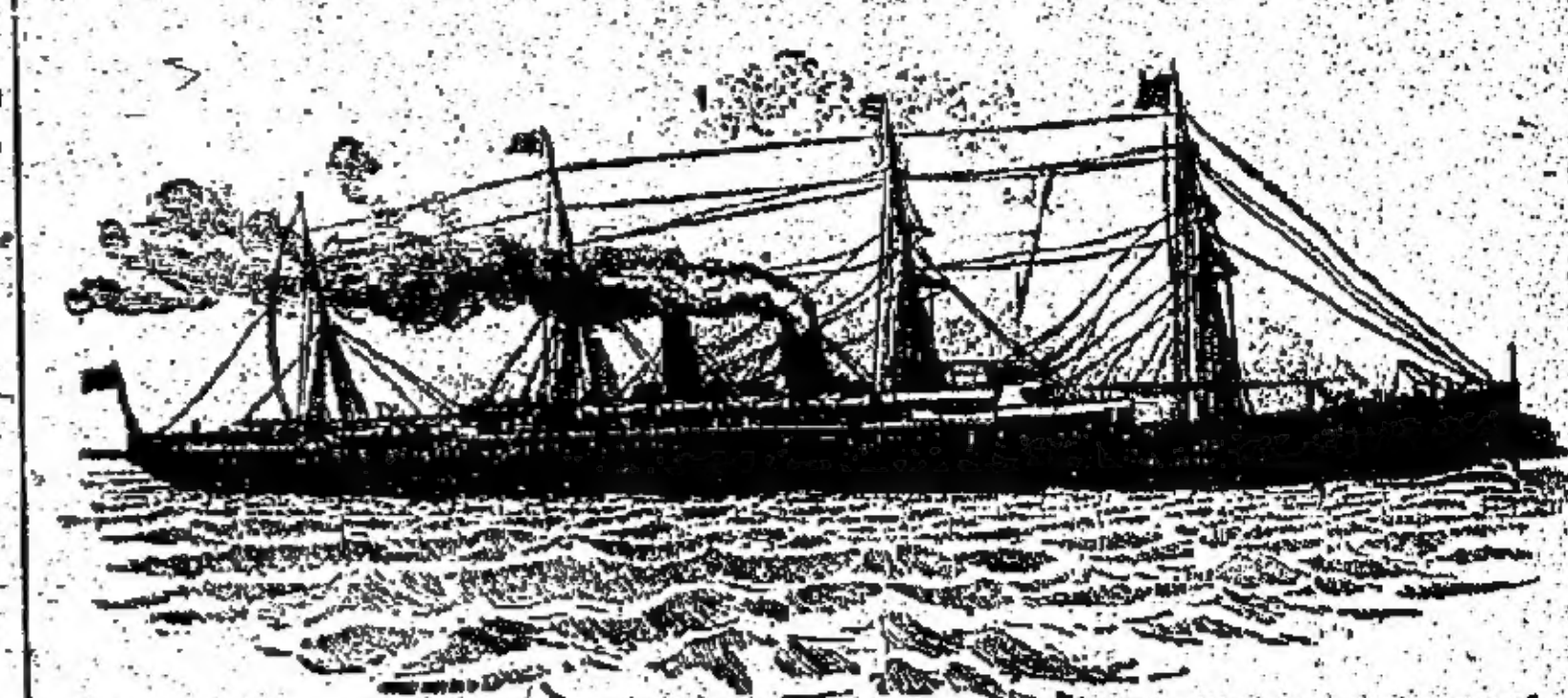
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via Honolulu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	Tons	TUESDAY, 13th June, at Noon.	THURSDAY, 22nd June, at Noon.	THURSDAY, 29th July, at Noon.	TUESDAY, 13th July, at Noon.	FRIDAY, 23rd July, at Noon.	FRIDAY, 11th August, at Noon.	FRIDAY, 18th Aug. at Noon.
KOREA	11,276	.....	.....	.....	.....	.....	.....	.....
COPTO	4,552	.....	.....	.....	.....	.....	.....	.....
SIBERIA	11,284	.....	.....	.....	.....	.....	.....	.....
MONGOLIA	13,658	.....	.....	.....	.....	.....	.....	.....
CHINA	5,660	.....	.....	.....	.....	.....	.....	.....
DOHO	4,784	.....	.....	.....	.....	.....	.....	.....
MANCHURIA	13,659	.....	.....	.....	.....	.....	.....	.....

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-26th, 1902; 10 days, 16 hours.

THE P. M. Steamship KOREA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 13th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. S. SILVERSTONE, Agent. Hongkong, May 31, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	CHOYANG	TUESDAY, June 6, at 8 p.m.
SINGAPORE, SOURABAYA & SAMARANG	CHOYANG	FRIDAY, June 9, at 8 p.m.
* MANILA	YUENSANG	FRIDAY, June 9, at 4 p.m.
TIENTSIN	WOSANG	SATURDAY, June 10, at 3 p.m.
* SINGAPORE, PENANG AND CALCUTTA	NAMSANG	TUESDAY, June 13, at Noon.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yungtze Ports. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUJIPANAS	JAVA PORTS.	First half June.	JAPAN, via SHANGHAI.	First half June.
YULATJAP	JAVA PORTS.	First half July.	JAPAN, via SHANGHAI.	First half July.
TUJMAHL	JAPAN.	Second half June.	JAVA PORTS.	Second half June.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L. For particulars of Freight and Passage, apply to the HEAD AGENCY.

Java-China-Japan Lijn, ALEXANDRA BUILDINGS. TELEPHONE No. 375. Hongkong, June 3, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.

Operating in conjunction with THE GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U. S. A.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (Passing through the INLAND SEA OF JAPAN).

THE Magnificent New Twin-screw Steamship "MINNESOTA," Tons 20,718 Gross Reg.

MESSAGERIES MARITIMES.

FRANCIS MAIL STEAMERS. STRAM FOR SINGAPORE, RAJAH, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship POLYNESIAN. Captain BOGGS, will be despatched for the Pacific Coast, United States and Canadian Overland Common Points also Passengers to the United States, Europe, &c. This Steamer is luxuriously fitted with spacious SITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c. Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo, and PARCELS are carried at low rate to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies. Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the Steamers of the REGULAR MAIL LINES. For Freight or Passage, apply to HIPPON YUSEN KAISHA, Agents. Hongkong, June 3, 1905.

THE Company's Steamship KENNEDY will be despatched for the above ports on THURSDAY, the 29th June, p.m. This Steamer has accommodation for passengers, Electric Light and carries a Doctor. For information as to Passage & Freight, apply to SANDER, WHEELER & CO., Agents, Princes Building. Hongkong, June 1, 1905.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast.)

THE Steamship KENNEDY will be despatched for the above ports on THURSDAY, the 29th June, p.m. This Steamer has accommodation for passengers, Electric Light and carries a Doctor. For information as to Passage & Freight, apply to SANDER, WHEELER & CO., Agents, Princes Building. Hongkong, June 1, 1905.

Shipping.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND MANILA.

THE Company's Steamship PUNDA. Captain R. F. TOWNSEND, will be despatched as above on THURSDAY, the 6th June, at Daylight. For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents. Hongkong, May 30, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APOCAL. Captain A. EMMETT, will be despatched for the above Ports on TUESDAY, the 6th June, at 3 p.m. For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents. Hongkong, May 31, 1905.

BEN' LINE OF STEAMSHIPS. FOR GENOA, LONDON AND ANTWERP.

THE Steamship BENMOHR. Captain WINTER, will be despatched as above on or about 6th June, 1905. For Freight, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, May 28, 1905.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship EASTERN. Captain FLEMING, will be despatched for the above Ports on SATURDAY, the 10th June, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light. A fully qualified Surgeon and Stewards are carried. N.B.—To assume the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, May 8, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast. PROPOSED SAILINGS FROM HONGKONG. STEAMERS. TO SAIL. 1905.

MONTROSE About June 20.

ST HUGO About July 15.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents. Hongkong, May 28, 1905.

AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to SOUTH AFRICA, PERMANENT, RED SEA, BLACK SEA, LEBANON, VENICE AND ADRIATIC PORTS.)

THE American Lloyd's Steam Navigation Co.'s Steamer MARIA FAEMIE, having sailed with an accident, has SAILING DATE for PORT AUSTRALIEL POSTPONED. SANDER, WHEELER & CO., Agents. Hongkong, May 29, 1905.

